SKATE CHASSIS HAVING A-FRAME CONSTRUCTION

BACKGROUND OF THE INVENTION

1. Field of the Invention

The present invention relates generally to the field of roller hockey skates, and, in particular, to a chassis for attachment to a skating boot for receiving a set of in-line wheels.

2. Description of the Related Art

Chassis for in-line roller skates typically have front and rear (or toe and heel) attachment members for attachment to a skating boot. The boot is typically attached to the attachment members by rivets extending through the sole of the boot. Extending below these attachment members are flat, parallel members generally forming an H-shaped frame of the chassis for receiving a wheelset comprising four or more in-line skate wheels. The wheels are mounted between the parallel members and are supported by axles extending through holes in the parallel members.

SUMMARY OF THE INVENTION

In accordance with one embodiment, an in-line roller skating chassis having features in accordance with the present invention provides enhanced structural integrity and more efficient power transfer. The chassis generally comprises a pair of longitudinal members having upper and lower portions. The upper portions form planes or curved surfaces which converge in an upward direction and inwardly at an angle of about 80 degrees from the horizontal. The lower portions are substantially parallel and have axle holes sized and shaped to receive the wheels.

A substantially horizontal web having one or more sections preferably extends between the longitudinal members, below the forefoot and heel attachment members, to connect the lower portions of the longitudinal members. Preferably, the web is formed at the junction of the upper and lower portions, such that below the web the longitudinal members are substantially parallel. The web also preferably has a plurality of openings having chamfered edges to accommodate close positioning of the wheels with the web and to achieve a shorter overall length of the skate from front to rear wheel as is desirable for increased maneuverability. This configuration is referred to herein as an "A-frame" chassis.

Further advantages and applications will become apparent to those skilled in the art from the following detailed description of the preferred embodiment and the drawings referenced herein, the invention not being limited to any particular embodiment described herein.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a side elevational view of a preferred embodiment of a skate chassis having features of the present invention;

FIG. 2 is a front elevational view of the chassis of FIG. 1;

FIG. 3 is a rear elevational view of the chassis of FIG. 1;

FIG. 4 is a top plan view of the chassis of FIG. 1; and

FIG. 5 is a bottom plan view of the chassis of FIG. 1.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

FIG. 1 shows an in-line roller skate chassis 10 having features in accordance with the present invention. The

chassis **10** may be attached to the rigid sole of a skating boot (not shown) using rivets through holes **16**, **18** of attachment members **12**, **14** (see FIGS. **4** and **5**). The forefoot attachment member **12** is slightly lower in height than the heel attachment member **14** to accommodate a forward skating stride. The forefoot attachment member **12** is also preferably larger and thicker than the heel attachment member **14**, since during skating the forefoot attachment member **12** bears much of the weight and transfers much of the power from the skater to the skate. The attachment members **12**, **14** also preferably have a contoured upper surface conforming to the curved shape of a foot or boot sole.

A pair of longitudinal members **20**, **22** extend downwardly below the forefoot and heel attachment members **12**, **14**, along the longitudinal axis of the chassis **10**. The longitudinal members **20**, **22** have upper portions **24**, **26** attached to the lower surfaces of the attachment members **12**, **14**, and lower portions **28** for accommodating attachment of a wheelset **30** (shown in phantom). These longitudinal members **20**, **22** generally form an "A"-shape or frame of the chassis **10** when viewed from the front or rear, as shown in FIGS. **2** and **3**, respectively. A preferred incline angle ϕ from horizontal formed by the upper portions **24**, **26** is about 80 degrees; although, in alternative embodiments the angle ϕ may vary from about 88 to 60 degrees while providing the benefits and advantages of the present invention. Alternatively, one of the upper portions **24**, **26** may be inclined, while the other is co-planar with its corresponding lower portion **28**, thereby resulting in a modified A-frame arrangement also having benefits in accordance with the present invention.

The chassis **10** of the present invention, and, in particular, the angling of the upper portions **24**, **26** of the members **20**, **22**, provides enhanced structural integrity for a given weight and more efficient power transfer. This A-frame design also helps to accommodate lateral forces imparted to the skate by the skater. This is particularly advantageous for the quick movements which occur during roller hockey, as well as when a skater leans into the instep side of the skate to push off during skating strides.

Referring once more to FIG. **1**, the lower portions **28** of the members **20**, **22** preferably have openings **42** and ribs **44** formed on them, as desired, for weight reduction of the chassis and for aesthetics. Alternatively, more or less, or no, ribs **44** may be formed on the chassis **10**. The openings **42** may also be omitted or have different shapes, such as round or polygonal, as desired.

Typically, four in-line wheels are used for roller hockey skates; although, the present invention may alternatively be used with a wheelset **30** having six wheels or more, such as for speed skating. As indicated in phantom in FIG. **1**, the wheels **30** are mounted in pairs of holes **32** formed in the lower portions **28** of the members **20**, **22** of the chassis **10**. Referring to FIG. **1**, the holes **32** are preferably "rockerable", or figure-8 shaped, and tilted upward toward the front of the chassis **10**, as shown. Rockerable axle holes allow alternate positioning of wheels to be used with the chassis, with larger wheel diameters typically using the lower position of the figure-8, as shown. Also, the holes **32** preferably have recesses **34** formed at the exterior surfaces of the longitudinal members **20**, **22** to allow the ends of the wheel axles (not shown) to be substantially flush-mounted with the exterior surfaces of the longitudinal members **20**, **22**. Alternatively, the holes **32** may be other shapes, such as circular with or without recesses **34** for flush-mounting f the wheel axles.

Referring to FIGS. **4** and **5**, a web having lateral secti ns **36**, **37** extend approximately below the forefoot attachment